

CURB FIGURES FALL,
WITH TRADING DULLSubmarine Boat Declines to 22,
a New Low Price on Present
Movement.

WEAKNESS IN CHEVROLET

Other Motors Also Close Lower
—Bonds Are Irregular, Al-
though Active.

Trading was dull in the outside market yesterday, with prices generally lower. Independent oil shares continued firm. Stocks closed fractionally lower, with Mavale the most active. Submarine Boat sold as low as 22, a new low price on the present decline. Coppers were irregular. Sales and quotations:

INDUSTRIALS

Stock	High	Low	Last	Chg.
3000 Am. Exp.	100	98	98	-2
3000 Am. Ind.	100	98	98	-2
3000 Am. Tel.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

RAILROADS

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

MINING

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

PITTSBURGH MARKET

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

LONDON MARKET

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

COTTON PRICES IN
ALL DAY ADVANCEOrders Flow Into Ring Here,
With New Marks Made for
Present Movement.

TAKERS FOR ALL OFFERS

Ginners' Report, Due To-day,
Will Probably Receive
Little Attention.

Orders to buy cotton flowed into the ring at the New York Cotton Exchange in considerable volume yesterday and the market all day was an upward one, with prices moving into new high territory for the movement. Liquidation appeared to be well absorbed. In every case the selling wave was followed by strengthened and recovered prices, as new buying orders came in.

RAILROADS

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

RAILROAD NEWS

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2
3000 Am. A.	100	98	98	-2
3000 Am. B.	100	98	98	-2
3000 Am. C.	100	98	98	-2
3000 Am. D.	100	98	98	-2
3000 Am. E.	100	98	98	-2
3000 Am. F.	100	98	98	-2
3000 Am. G.	100	98	98	-2
3000 Am. H.	100	98	98	-2
3000 Am. I.	100	98	98	-2
3000 Am. J.	100	98	98	-2
3000 Am. K.	100	98	98	-2
3000 Am. L.	100	98	98	-2
3000 Am. M.	100	98	98	-2
3000 Am. N.	100	98	98	-2
3000 Am. O.	100	98	98	-2
3000 Am. P.	100	98	98	-2
3000 Am. Q.	100	98	98	-2
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am. Z.	100	98	98	-2

PHILADELPHIA MARKET

Stock	High	Low	Last	Chg.
3000 Am. R.	100	98	98	-2
3000 Am. S.	100	98	98	-2
3000 Am. T.	100	98	98	-2
3000 Am. U.	100	98	98	-2
3000 Am. V.	100	98	98	-2
3000 Am. W.	100	98	98	-2
3000 Am. X.	100	98	98	-2
3000 Am. Y.	100	98	98	-2
3000 Am.				